

10/688,624

8

BOE 0432 PA

**REMARKS**

Applicants have carefully considered the Examiner's comments in the Final Office Action dated October 20, 2005. Claims 1-41 are pending in the application, of which Claims 1, 2, 4, 7-9, 11, 14, 15, 17-24, 27-32, 34 and 37-41 stand rejected. Claims 3, 5, 6, 10, 12, 13, 16, 25, 26, 33, 35, and 36 are objected to. Independent Claims 1, 7, 14, 31 and 37 are currently amended and dependent Claims 3, 10, 16 and 33 are canceled. Applicants respectfully request reconsideration by the Examiner and issuance of a Notice of Allowance is earnestly solicited.

The Final Office Action indicated that Claims 3, 5, 6, 10, 12, 13, 16, 25, 26, 33, 35, and 36 are objected to as being dependent upon a rejected base claim, but would be allowable if rewritten in independent form to include all of the limitations of the base claim and any intervening claims. Accordingly, the Applicants have amended independent Claims 1, 7, 14 and 31 by incorporating the subject matter of dependent Claims 3, 10, 16 and 33 therein, respectively.

Also, in the Office Action, Claims 37-41 stand rejected under 35 U.S.C. §103(a) as being unpatentable over Norris (2,111,326) in view of Robillard et al. (3,330,506). Applicants respectfully traverse the rejections.

Claim 37 requires an aircraft having a fuselage for carrying passengers, said fuselage having an upper crown portion, an interior wall portion, a lower lobe portion, a passenger portion, a floor member in the passenger portion, at least one door member in the passenger portion, and at least one conduit from an aircraft support system, the aircraft includes at least one archway member means positioned adjacent the interior wall portion in the passenger portion of the fuselage, the archway member means having two end portions, each of the end portions having an end member positioned on the floor member. The Norris and Robillard references fail to teach or suggest an aircraft as required by Claim 37. Specifically, the Norris

10/688,624

9

BOE 0432 PA

and Robillard reference fails to teach or suggest an aircraft having at least one archway member means positioned adjacent the interior wall portion in the passenger portion of the fuselage, the archway member means having two end portions, each of the end portions having an end member positioned on the floor member. Accordingly, because Norris and Robillard fail to teach or suggest each and every element as required by Claim 37, Claim 37 and Claims 38-41, which depend from Claim 37, are allowable.

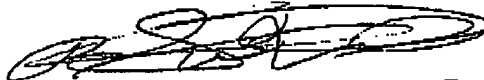
Accordingly, in view of the foregoing Remarks, Applicants submit that Claims 1-2, 4-9, 11-15, 17-32 and 34-41 are allowable and in a proper condition for allowance. A Notice of Allowance indicating the same is therefore earnestly solicited.

The Examiner is invited to telephone Applicants' undersigned attorney at (248) 223-9500 if any unresolved matters remain.

Please charge any fees required in the filing of this amendment to Deposit Account 50-0476.

Respectfully submitted,

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